

# THE TRANSFORMER



## CONGRATULATIONS TO TRANSPORTATIONS' S NEWEST MASTER SERGEANTS

### AFSC 2T0X1

ALMACEN DWIGHT S  
 ANDRUSS MIKE M  
 BARNES RICHARD J  
 BROICH JEFFREY A  
 BUTLER STEPHEN M S  
 COOKE MARK S  
 DAVIS KIMBERLY L  
 DECAIRES DESMOND C  
 DOYLE WILLICE C II  
 GALANG NOEL SAMSON  
 GARRISON TED R JR  
 GRAY RODNEY D  
 HARRISON EARL C  
 HAWLEY TIMOTHY E  
 HEASLEY ROBERT L  
 HEDWOOD HUBERT A  
 HIGGINS RICHARD A  
 HOSLEY JOHN E  
 LEMIEUX RODNEY J  
 LOWE FLOYD E  
 LUTES JOHN E  
 MADDAGAN ROLAND Q  
 MCCARTHY WENDY L  
 MEBANE EARL J JR  
 MILLER KRIS H  
 MILLER WILLIAM L J  
 NEWTON COREY D  
 PEARCE JAMES W  
 PLUMMER TERRANCE O  
 RICHARDSON KENNETH  
 RIGGS STEVEN M  
 SMITH DARRIN M  
 SMITHERS KARIE A

SPARKS BARRON K  
 THOMPSON THOMAS E  
 UELMEN KURT P  
 VESSELS DANIXA XIO  
 WALLACE TOMMY M JR  
 WINSTON QUINTON A  
 WOLTERMAN LARRY J  
 YERKEY JAY H

### AFSC 2T1X1

BAGWELL ERNEST R J  
 BAKER VICTOR D  
 BECKIUS DANIEL M  
 BOYD WILLIAM E  
 CARTER JEFFREY A  
 CHAVARRIA PETE JR  
 CLAY MICHAEL L  
 CRAIG GEORGE JR  
 CUNNINGHAM RANDALL  
 DOCKERY CHESTER  
 DONMORE DARRELL V  
 ECK MITCHELL J  
 ENGELHARD JEFFERY  
 FORTIER MATTHEW J  
 GARRETT TERRY L  
 GOMEZ MARIO N  
 GROFF TIMOTHY A  
 HUFF MARK  
 HUNDT PETER J  
 JAY BRANDON L  
 JOHNSON ROBERT  
 JOKINES GREGORY  
 JONES WILLIE JR  
 KILGORE BRYAN F

LAVIOLETTEKATKE FA  
 LINGER KENNETH E  
 LITTON CHARLES L  
 MCDONALD JOHN R  
 MELTON JASON B  
 MOORE DARYLE E  
 MUNCY JAMES G  
 NELSON DONALD R  
 NEWCOMB KEVIN L  
 PETERSON KAENCHAN  
 PHILLIPS ANDREW T  
 SCHROEDER WILLIAM  
 SHUCK JOHN R  
 SIKES DANA D  
 SMITH CHAD M  
 SMITH MICHAEL E  
 SULLIVAN MICHAEL P  
 WHEELER LEWIS J JR  
 WITHAM WALTER L

### AFSC 2T2X1

ACKER TERRY L  
 ACKERMAN DOUGLAS A  
 ALKHOURY SAMER  
 ANDERSON JENNIFER  
 BAILEY BENJAMIN A  
 BASCOMBE RYAN S  
 BOGART JOACHIM G  
 BOND LYNN E  
 BOZE RANDALL C  
 BRATCHER PERRY L  
 BRAWNER RANDALL L  
 BUCKRIDGE BRYAN D  
 BURCH IVAN G II

CAL KENNETH E  
 CANNON GREGORY A  
 CARMICKLE LADDIE C  
 CASE DONALD E JR  
 CHABOTTE MARK L  
 CHAMBERS MICHAEL R  
 CHEW JOSEPH L  
 CHI YONG T  
 COLLINS CARL E  
 COTE JAMES E  
 COUTU APRIL J  
 COX RANDY K  
 CROFT DANIEL L  
 DAVIS ANGELINA D  
 DAVIS GREGORY A  
 DIVINDO CHRIS M  
 DOMINGUEZ RICHARD  
 DOTSON MICHAEL K  
 DURAN MARINO C III  
 ELLIS RANDY L  
 ELSENHEIMER THOMAS  
 ERNST KAREN M  
 EVANS WILLIE N  
 FAIRCLOTH CHARLES  
 FAITH CHRISTOPHER  
 FAULKNER MICHAEL L  
 GAWAN PHILLIP G  
 GLOSE ANDREW J  
 GOVAN DAVID E  
 GREENERT PATRICK H  
 HALL DAVID A S  
 HALL WILLIAM S  
 HARRILL JOHN E  
 HAWK BRIAN T  
 HERD KENNETH D  
 HERTZOG KENNETH W  
 HILLA ALBERT E  
 HOAR ROBERT W  
 JACKSON WILLIAM L  
 JACOBSON SCOTT R  
 JENSEN PREBEN L  
 JESKA DAVID A  
 JOHENGEN JANET M  
 JONES MICHAEL F  
 KANE NORMAN P T  
 KUCHARSKI CHARLES  
 LEMON MILDRED P  
 LOMAX MELVIN E  
 LOPEZ FRANKLIN C  
 LOSOYA MARK A  
 MAHAFFEY WILLIAM E  
 MARTINSON BARRY C  
 MAST KENDRICK L

MCCracken DONALD B  
 MCDANIEL ANGELA C  
 MCDANIEL BRIAN T  
 MCGINNIS LEVANDER  
 MENCHACA DONNA B  
 MOORE FRANK P  
 NEUN LINDA K  
 NICKLES DAVID S  
 OSBORNE STEVEN B  
 OWEN GLENN B  
 PALMER CURTIS L  
 PECILI JOSEPH R JR  
 PORTER SCOTT J  
 PRIDE JAMES E  
 RATLIFF JAMES R  
 REDPATH EDWIN I  
 RICCHEZZA VINCENT  
 ROBERTSON DANIEL R  
 RUSETOS MICHAEL J  
 SABADO ARNOLD F  
 SALISBURY DAVID A  
 SANTIAGO ANGEL JR  
 SCHWARTZ WILLIAM A  
 SEGA LORI A  
 STAATS DONALD J  
 STAFFORD RICKY J  
 SWAN GERALD L  
 TANG WILLIAM R  
 TUCK WILLIE F JR  
 VANWEY DAVID A  
 WEBER CHRIS M  
 WEBSTER MICHAEL J  
 WELLENS DARIC K  
 WENN DALE A JR  
 WERNICK RANDALL E  
 WILLIS ORDENA JR  
 WILSON GARY L  
 WIMER ZILLS DEBORA  
 WOLLERMAN STEVEN E  
 WOOD JOHN W JR  
 YANCEY VICTOR J

#### AFSC 2T3X0

ARCHER DAVID A  
 ARMSTRONG CLAUDE E  
 ASHCROFT JAMEY D  
 BENNET JONATHAN S  
 BOHN KEVIN W  
 BRANTLEY SCOTT J  
 BRINDISE MARK J  
 BROWN DANIEL J  
 BUTLER JOHN S JR  
 CLICKENER ROBERT K

COLBERG SHAWN N  
 COLLINS LOUIS M  
 CRISSY SUSAN M  
 CYRUS BRIAN K  
 DELANEY DANIEL G  
 DEMOLEN STEPHEN A  
 EMERSON SUSAN M  
 FOLDEN TIMOTHY P  
 FORE ROBERT D  
 FORREST BASIL A  
 GOATLEY RICHARD H  
 GRIGGS VERNON L  
 HAGE GABRIEL  
 HALTON JERRY  
 HARLAN MICHAEL J  
 JONES STEVEN D  
 JOSEPH STANLEY  
 JULIAN DENNIS S  
 KEEBLER KELLY D  
 KROMEKE ADAM L  
 LEEPER ANTON C  
 LEWIS PATRICK T  
 LUTZ RICHARD P  
 LYTLE THOMAS D  
 MCNAMEE RUSSELL E  
 MORRIS RONALD R II  
 MURPHY FRANK  
 NAVA FRANCISCO J  
 OSWALD JOSEPH M  
 PABRAZINSKY ADAM J  
 PERRIN RONALD G JR  
 RAMOS RICK  
 ROBERTS TIMOTHY D  
 RUBEL CLYDE I  
 SAGISI PEDRO  
 SAWYER EDWARD L  
 SEABOLT ERNEST F J  
 SHAFFER MICHAEL L  
 SIPE WILLIAM L  
 SMIAROWSKI STEPHEN  
 SNEDEKER MATTHEW R  
 SPRADLING BRYAN S  
 SPRAGUE DEAN E  
 TEMPLE DEAN C  
 TUTTLE JAMES P  
 TWITCHELL BRIAN R  
 VAN CHARLES E JR  
 VANBLARGAN ALBERT  
 WARMOTH THOMAS C  
 WEAVER TOMMY H JR  
 WHIPKEY CURTIS L  
 WHITE BENJAMIN G  
 WHITE GARY P

BURNHAM CHARLES L  
 CRAIN KEVIN L  
 CRIST JOSEPH R  
 FECTION KEVIN D  
 FENN SCOTT C

FERNANDEZ STEVEN R  
 HOLLOWAY STEVIE B  
 JORGENSEN JAMES D  
 PORTER PAUL M  
 SHELLNBARGER ROGE

SUMMERS JAMES A  
 TURNER JAMES L

## TRAFFIC MANAGEMENT

### HOR/PLEAD Extensions

JPPSO-SAT/ECAF is delegated authority to approve extensions for individuals eligible for HOR/PLEAD travel and transportation entitlements (JFTR Vol I, Para U5360G and Air Force Supplement/JFTR Vol 1, para 3.4.7.). A number of members have alleged miscounseling by TMO counselors. Specifically, these individuals often claim they are told they will have no problem obtaining an extension of the time limitations outlined in the aforementioned regulations. The correct message to relay to our members separating from the Air Force is that HOR/PLEAD time limitation extensions are not automatic.

By law, HOR/PLEAD benefits must normally be used within 180 days from date of separation from service. This limitation is based on Comptroller General (CG) rulings that Congress intended HOR/PLEAD benefits be directly related to the member's separation from active service. The primary requirement is that travel be the result or separation from service, since it is not a benefit which the separated member retains until used (CG Decision B-207157, 2 Feb 1983). HOR/PLEAD benefits are intended to assist the separated member in making a smooth initial transition to civilian life and are not open-ended entitlements which the member may retain indefinitely.

Please ensure members are properly briefed on their HOR/PLEAD entitlement during out-processing. Request must be based on a bonafide hardship to the member that would be created by compliance with the 180-day basic entitlement. Requests for extensions should be sent to JPPSO-SAT/ECAF-B, 613 NW Loop 410, San Antonio, Texas 78216-5518. These requests must include a copy of the member's separation order (AF Form 100) and a written statement from the member requesting an extension and the reason why. Request must be fully documented with justification and substantiation of the bonafide hardship. Extension requests must contain a specific date for the new time limitation. Request for open-ended extensions (i.e. until my spouse separates, retires, transfer, etc) will be returned without action. Disapproval authority for all HOR/PLEAD separatee's is HQ USAF/DPRC.

POC: MSgt Karl Stanton or TSgt Colleen Curl  
 JPPSO-SAT/ECAF  
 DSN: 954-4200 ext 5983  
 1-800-599-7709 ext 5983  
 E-mail: [extensions@jppsosat.randolph.af.mil](mailto:extensions@jppsosat.randolph.af.mil).

### Container Markings

As the Traffic Management Flight, Dover AFB DE, we are the East Coast POE for Europe. As such, we see an abundance of UB and HHG containers on an almost daily basis. Some of the marking and labeling observed tells me that we need to do a better job overseeing the efforts of our ITGBL carriers and DPM contractors. By we, I am referring to TMOs/ITOs and QC Inspectors of all branches of Service shipping personal effects overseas. Deficiencies noted are not a Service unique problem. Most of the shortcomings are noted on cargo going to Europe, but once in awhile problems are detected on retrograde cargo.

It is not uncommon to see markings made with grease pencils. Some markings are on flimsy pieces of paper stapled to the container side. Some containers have only a name or just a SSAN and Dover AFB marking. Military shipping labels are frequently missing and stenciling, when done, is frequently missing many MILSTD/DPM contract requirements. Many containers do not appear as if the preparing carrier or contractor owns a caulking gun. On several occasions there have been two names on a container as the old markings were not obliterated. If you would like for us to spot check some of your shipments, drop an e-mail to [mailto:Joseph.Hogan@doover.af.mil](mailto:mailto:Joseph.Hogan@doover.af.mil) and we'll be ready with our digital camera.



POC: Mr. Joseph A. Hogan Jr.  
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Chief, Traffic Management Flight  
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joseph.hogan@doover.af.mil

### **Request for Documentation**

JPPSO-SAT/ECAF is responsible for identification of excess costs incurred for shipment of personal property for all Air Force members and civilian employees. Obtaining the required documentation to expeditiously evaluate and adjudicate excess cost cases continues to be a serious problem. We recognize our requests for documentation and information place an additional workload on TMO personnel, however, delays in processing only compound the already sensitive excess cost identification time issue. Your early response to our request for documentation or information will allow for prompt processing of excess cost case files.

POC: MSgt Eric Jackson  
Chief AFPACS/NCOIC or  
Ms. Gerda Hughes  
Evaluation/Rebuttals Supervisor  
JPPSO-SAT/ECAF  
DSN: 954-4212/4222

### **CMOS Server Time Check**

CMOS System Administrators (SA) need to check the "System Time" indicated in the upper right hand corner of the "Status Screen," when they do their daily H.P. "Backup" check. If the time is off from the current time by more than several minutes, they should check and note any differences over the course of several days. If they're losing time each day, they need to reset their "system time." If they do this, but the time continues to be off, it could indicate: (1) The battery on the System/Mother Board is dying; (2) The System/Mother Board itself is dying.

My assistant noticed we kept losing time, and after talking with a fellow TMO about it, we went through the above steps. Finally had to have the System/Mother Board changed. We still notice the time goes off a little, but not nearly as bad as it was. (We reset it once we've lost five minutes). Left unchecked, time discrepancies can lead to problems with corrupted files. Contact the FAB first, and they'll advise you to call PRC. This is covered under the Maintenance Contract.

POC: MSgt Joseph Kelly  
TMO, 143AW

RI ANG  
DSN: 476-3307

### **PERSONAL PROPERTY SHIPMENTS INTO TURKEY-CUSTOMS HIGHLIGHTS**

Traffic Management Offices are reminded to follow procedures outlined in the Personal Property Consignment Guide for all personal property shipments into Turkey. Chapter 133-1 General Instructions, Item 2 (c) states, property must arrive in Turkey not earlier than 2 months prior or 6 months after the arrival of the last family member. Personal property, excluding “Beyanname” items, arriving after 6 months requires permission from the Turkish Ministry of Customs. Obtaining this permission may take an additional 4 to 6 months. In other words, when a member comes into your office to effect the shipment of his/her personal property, you must ensure that it doesn’t arrive prior to the established time frames. Placing a shipment into SIT at origin would be prudent.

Another critical area of concern is Item 2. (d) of the General Instructions for Turkey, which states, household goods or unaccompanied baggage will be stored in customs warehouse for 90 days. If any shipment needs to be extended, TMO will submit “extension request letter” to Customs Office obtaining permission from HQ Customs “for another 90 days” which may take a few months. Therefore, shipments must be placed into storage at origin if members’ reporting dates are being delayed, in order to avoid excessive waiting time for permission from Customs and to avoid shipments from being seized.

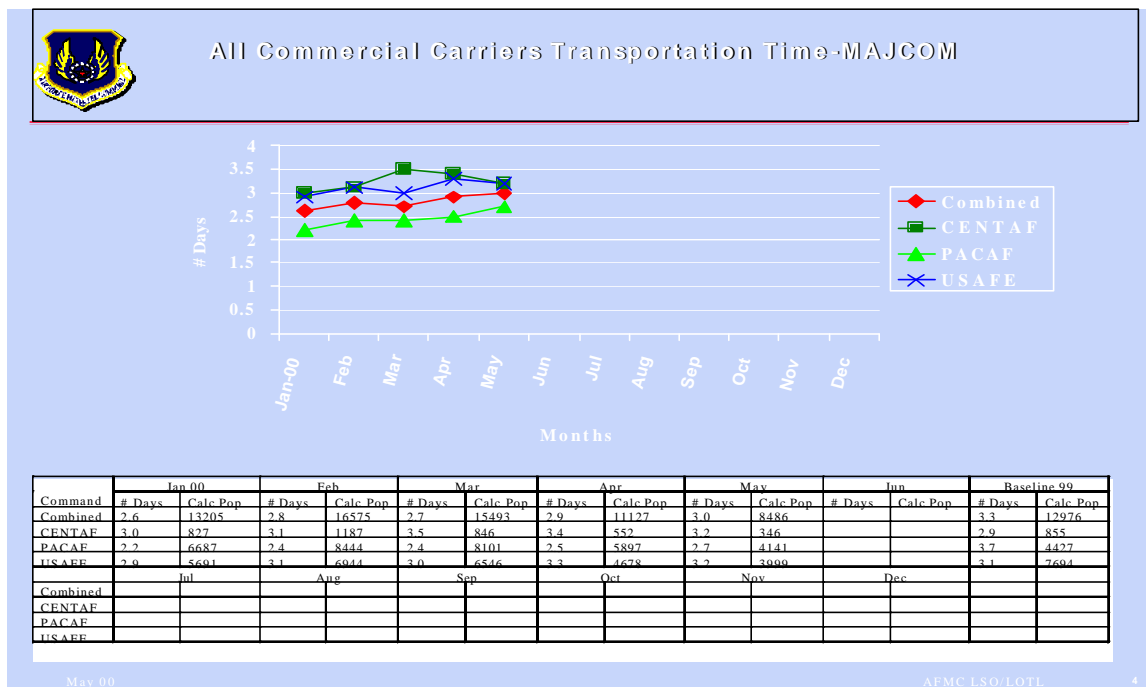
For Joint Spouse Assignments, item 2 (e) states, combine household goods into one shipment and combine baggage shipments into the same shipment due to “Beyanname” problems with Turkish Laws.

The main point to this article is to ensure all TMOs and members conform to guidelines established within the Consignment Guide for all personnel coming to Turkey. It will eliminate any undue hardship for members and their families.

POC: MSgt Johnny C. Byrd  
Superintendent, Personal Property and Passenger Travel Element  
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### **AIR FORCE CARGO METRICS**

In 1997, USAF/ILT approved the establishment of an AF Cargo Metric Program and assigned stewardship of this program to AFMC LSO/LOT. Since its inception, the program goal was to provide AF transportation users and providers with a picture of how well transportation resources are utilized. LSO/LOT provides monthly pipeline performance charts on their website located at <http://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/>. The commercial metrics package measures Total Logistics Response Time, Transportation Time, On-Time Performance, and Supply Receipt Take-Up Time. The Air Mobility Command (AMC) metrics package measures Possession Time, On-Time Performance, Number of Shipments, Weight Profile, and Commercial Eligible Shipments. Each of the above mentioned metrics packages are broken down by carrier, MAJCOM, countries, and individual base. Additionally, each package contains a metric descriptor sheet that explains to the customer how the package was created.



The above is an example metric of Express Commercial Carriers Transportation Time. This metric measures the average transportation time from pick-up to delivery by the following carriers: FedEx, DHL, UPS, and Emery. This metric combines the performance of each individual carrier to determine overall commercial performance.

The "Combined" data points represent the average performance of CENTAF, PACAF, and USAFE. Comparing the first five months of CY 00 to the CY 99 baseline decision makers can conclude that combined express commercial transportation time has improved, CY 99 baseline was 3.3 days while current CY 00 performance has not been above 3.0 days. Additionally, customers can look at the metric to determine if performance is stable or erratic over time.

After looking at the monthly charts, further analysis can be accomplished by viewing the raw data located on the website. The commercial raw data is an Excel spreadsheet and the AMC raw data is an Access database. For example, using the Access database a MAJCOM could view the number of AMC shipments made by their bases that were in fact eligible for commercial transportation. By accomplishing this type of analysis bottlenecks, constraints, and poor performing segments of the pipeline can be identified. Decisions can be made to alleviate problems from reoccurring and ensuring timely pipeline performance. For further instructions on analyzing the raw data, contact the points of contact listed below. On a monthly basis LSO/LOT updates charts and implements improvements based upon customer feedback.

POC: Major Christopher Arzberger  
 DSN: 787-7817 or  
 Mr. Chester Thompson  
 DSN: 787-2657

## AERIAL PORT

### New Aircraft Loaders for DoD

HQ AMC continues as lead command for requirements of new aircraft loaders for the DOD. AMC hosted the 2000 Worldwide MHE Conference for USAF/ILT and helped refine the authorization and delivery lists for the Tunner 60K and the Next Generation Small Loader (NGSL). Both acquisition programs are managed by AFMC. The Tunner is managed at



Robins AFB and the NGSL is managed at Wright-Patterson AFB through their respective Systems Program Offices. The 112<sup>th</sup> Tunner was delivered in June 2000.

The NGSLs will replace the oldest 25Ks in the fleet and the remaining Wide Body Elevator Loaders (WBEL) not replaced by Tunner (60K). Gen Robertson, AMC/CC, is currently reviewing a name for the NGSL and should announce it shortly.



The Tunner 60K acquisition program received its 109<sup>th</sup> loader in May and continues to deliver 3 loaders per month. Tunner deliveries should complete in Aug 04 with the delivery of the 318<sup>th</sup> loader. In February, Systems & Electronics Inc. (SEI), the Tunner prime contractor, held a ceremony to mark the delivery of the 100<sup>th</sup> Tunner. Shown standing on the Tunner are members of the AMC DOZ, LGT, and XPR staffs involved with Tunner requirements.



POC: Major Michael J. Crupe  
Trans Sys Requirements Manager  
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[amc.scott.af.mil/xp/xpr/index.htm](http://amc.scott.af.mil/xp/xpr/index.htm)

## VEHICLE MAINTENANCE

## Secretary of Air Force Visit



SrA Weidemann demonstrates repairs on a single-point refueling nozzle

From Left to Right: Lt Col Holland, 89 TRANS/CC; Secretary of the Air Force, the Honorable Whit Peters; Brig Gen Hawkins, 89 AW/CC; Col Manning, 89 LG/CC; Mr. Umphries, Refueling Maintenance Supervisor; SrA Weidemann, Refueling Maintenance Technician

The Secretary of the Air Force, Honorable Whitten F. Peters, visited the 89<sup>th</sup> Transportation Squadron's Refueling Maintenance facility located at Andrews AFB in May. The secretary was concerned about the space limitations and ability to perform the mission in the existing facility.

The building was originally constructed in 1954 as a US Army motorpool and subsequently turned over to the USAF in 1962. The small facility provides maintenance for 18 R-11 refueling trucks, 3 ground product tank trucks, and 3 hydrant servicing vehicles.

Senior Airman Wiedermann, the 21<sup>st</sup> Air Force Vehicle Maintenance Specialist for 1999, who currently works as a refueling technician for the squadron, was honored to have Secretary Peters visit his facility. "Meeting Secretary Peters was a great experience that I'll never forget," he added.

POC: 2Lt Lawrence C. Cole  
Flt Commander  
Vehicle Maintenance  
Andrews AFB MD  
DSN: 858-3668/6577

### On-Line Vehicle Interactive Management System

We're modernizing! What does that mean to the vehicle community? The folks at the Standard Systems Group and Integrated Systems Program Office are merging the operations programs (AFIS, DAFIS, and MAFIS) into OLVIMS to produce a comprehensive tool to track and analyze all associated vehicle data. Bases will no longer need to be concerned with uploading system changes and upgrades as the new program and database will be centrally located and maintained on the Defense Information Systems Agency (DISA) – Montgomery's server(s). Access to the program will be provided through the use of a web browser (Netscape or Internet Explorer); making the program readily available anywhere Internet access exists.



Besides being web-based, what other changes can you expect? All reports will be produced in a format easily importable into Microsoft Office products and exportable in HTML making it easy to post to your website. Movement through the screens may be accomplished via keyboard or mouse input. Overall appearance is reminiscent of typical Microsoft products, complete with icons, tabbed pages, and list boxes. For maintenance, work order prefixes have been expanded to encompass a variety of maintenance actions. VDM (vehicles down for maintenance) will have subcategories of VDC, VDI, VDM and VDW (contract, inspection, awaiting/in shop maintenance, and warranty respectively). The new work order status "vehicles down for funds" (VDF) has been added as a major category of downtime with VDM and VDP. For operations, the dispatcher will now have the capability to dispatch several vehicles and operators per vehicle request. Forms have been automated and many codes have been expanded to real text fields using list boxes for selection.

The program is in the coding phase of development. Screens have been developed and Software Factory personnel are putting the code behind the screens to make them operational. The SSG Transportation System Division's functional staff is creating the test scripts necessary to provide a comprehensive evaluation of their final product. Completion of the coding is projected for this summer. In November, we'll visit a number of test locations to begin evaluation of the software in the normal operating environment. These lucky bases will operate both the old and new system to compare the data input and outputs, ensuring accuracy in the new system.

Implementation of the new program is scheduled to begin in January 2001. For the most up-to-date information, please check out the maintenance website at <http://www.ssg.gunter.af.mil/olvims> or operations at <http://www.ssg.gunter.af.mil/afis>.

POC: MSgt Bobby B. Vardeman  
HQ SSG/ILTV  
Vehicle Management Superintendent  
WPAFB OH  
DSN 596-5959

## VEHICLE OPERATIONS

### **Transporting Aircrews and TDY Personnel with Multiple Bags**

For vehicle operators, there are many challenges faced when transporting aircrews and TDY personnel with their multiple bags. Typically, deploying personnel carry A, B, and C bags, in addition to their personal bags. The 436<sup>th</sup> Transportation Squadron at Dover AFB recently experimented using a 15-pax carryall and a cargo type trailer to transport these customers to commercial airports and other military installations within a 200-mile radius. Before the experiment Dover operators utilized a 29-pax bus and a one ton Stake & Platform truck for transporting personnel and baggage. Using the carryall or a newer 25 seat bus with the cargo trailer proved to be cost effective and efficient. It eliminates the need for a second vehicle operator while providing a more comfortable ride for the customers. Additionally, the carryall is more reliable (1994 carryall versus 1984 bus) and reduces the O & M cost of the vehicle fleet (\$.38 per mile for a 15-pax carryall versus \$.84 for a 29-pax bus).



The experimental use of the 15-pax carryall and cargo trailer proved so efficient that the previous Dover AFB wing commander agreed to the 436<sup>th</sup> Transportation Squadron's purchase of a 7' x 12" cargo trailer equipped with electric brakes to accomplish off-station transport requirements. The squadron took delivery last July, and the trailer has been approved for AMC-wide use. Following Dover's lead, McGuire AFB, NJ, procured the same model trailer so that on "halfway runs" between the two bases the operators can simply swap trailers. Therefore, neither base is left without a baggage carrier. McChord AFB is also looking into procuring this model trailer.



POC: SMSgt Timothy Yeager  
Dover AFB DE

### What I learned during the T&S Merger Workshops

To those that may not know, I had the privilege of being a part of transportation and supply (T&S) team. The things learned were many. For one, when it comes to collecting workload data, the implementation direction must be followed to the tee. Any deviation and you won't get the expected results. Interpretation of written instruction was a real eye opener. Did you read the trip reports from AFMIA's T & S merger test base visits? I could hardly believe the different levels of how

things were being done. It went from both ends of the spectrum. From not doing anything, to having all deliveries done in supply transferred to transportation.

You may be asking yourself, why have I taken the time to write this article. The answer is simple. I wanted to let everyone know that I plan to be completely engaged when we begin implementing test bases for the complete vehicle operations reengineering process. I feel we can really help ourselves here. To prepare, I'm going to be reminding all AMC bases why it is so important to document workload data correctly. I was amazed when we started to collect dispatch data how much off the mark it was. Little things like runs returning before they left, runs only taking a total of 5 minutes to get across base, runs taking four or five hours to move a box to a building next to the supply warehouse. No one was intentionally manipulating the data; it was just entered incorrectly. When that happens the creditability of the data is questioned right from the get go. Accuracy is the key to success.

The second part of the equation is understanding what is to be captured. The implementation instructions were very direct in telling all what would and would not be captured as part of the workload measured. Yet, even with written instructions, one location failed to capture the drive time from the transportation yard to the supply building in the workload data. At another location, the amount of time it took to move HazMart cargo was captured, something that was not even suppose to be considered in the process. Yet, at a third site, inter-supply movement workload was being captured. Again, this was workload that was suppose to be excluded. The point, following the directions exactly on what data to use for the process being reviewed is critical. This can not be over emphasized. Do it wrong and the end product is completely off the mark.

My final point, have you ever heard of the term POD? No, this is not the permissible operating distance; this is a process orientation description (POD). I had not heard the term until T&S working group commenced and they told us we were going to write one. A POD is, in very simple layman's terms, a full description of the processes that are the responsibility of the work center. We wrote one of these for the T&S merger. It can be viewed at the following ILTV website: <http://www.il.hq.af.mil/ilt/mil/supply.html> We have a POD included as part of our present vehicle operations manning standard. If you are not familiar with it, I suggest you dig out the manpower standard and take a look. While you are looking at this, take the time to check what manpower you earn and see if it agrees with the authorized numbers. That is always an interesting and educational manpower event.

My goal was never to make you a manpower expert by reading the few paragraphs written. It was to get you thinking about manpower, capturing workload data, and the importance of doing it right. When I say right, I can not stress the importance of that enough. I say this because your base's data may be used to calculate actual workload figures to build the next generation reengineering vehicle operations manpower standard. If there are question; feel free to contact me. I will be happy to share what I have learned.

POC: CMSgt Jim Johnnengen  
Command Vehicle Ops Manager  
HQ AMC/LGTV  
Scott AFB IL  
DSN: 576-2508

## AIR FORCE SCHOOL HOUSE

### Farewell

As I finish up an absolutely wonderful two years as the commander of the schoolhouse, I'm taking the opportunity to express my thanks for all the support we've received from the Air Staff, the MAJCOMs, and folks at bases around the world. Our training mission is heavily dependent on the support we receive from the field. Everywhere our Mobile Training Teams travel, we need your help. Much of the equipment and supplies we receive come to us from individuals, MAJCOMs, or our benefactors at the Pentagon.

The success of the training mission here at the schoolhouse does not magically or mysteriously happen. It is the result of an absolutely outstanding group of young men and women whose main goal in life is to train our airmen to sustain logistics and recruiting forces well into the next century. Comments from the IG, during our recent ORI, typify what I've come to expect

over the past two years...proactive, sound, exceptional, comprehensive, responsive, aggressive, demonstrated initiative, effective, solid, and detailed. The attitude of the instructors, and the pride in a job well done they demonstrate day in and day out, is what makes it all happen.

From the moment the Group Commander asked me why I would want to command a technical training squadron, until the change of command ceremony on June 30<sup>th</sup>, it's been a non-stop roller coaster ride that I wouldn't have wanted to miss. I know you all will continue to provide the same outstanding support to Lt Col John Pyryt as he assumes command of the 345<sup>th</sup>. Thanks for your support.

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### **POWER TRACK TRAINING ON THE WAY**

The Transportation Schoolhouse is in the process of implementing Power Track training into our curriculum. In the Traffic Management Apprentice course (3-Level) we are going to incorporate an introduction to what Power Track is, what it does, and how it works. In the Traffic Management Craftsman course (7-Level), we will include hands-on Power Track training with scenarios and practical exercises. In the CMOS-SA course we will modify the present training to include Power Track material and practical exercises. We are also looking at the possible development of an inclusive Distance Learning Mini-Course and/or an exportable short course--targeting Power Track in a CD ROM/CBT format that supervisors could use to train new users. We anticipate having this training incorporated into our courses by October 2000.

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### **OTHER ITEMS OF INTEREST**

**Transporter Family going the Ultimate Distance for their Daughter**





Lori Evans is breathing a little easier these days now that her parents gave her one of the most ultimate gifts of love - a part of themselves.

Sheryl Evans, a 1st Transportation traffic management office counselor, and her husband David, Norfolk Armed Forces Staff College computer specialist, participated in a rare transplant, giving their daughter a lobe of their lungs.

They recently returned from Duke medical center in Durham, N.C., where they participated in a Living Lobar operation, and then remained for Lori's rehabilitation. Lori, who is 19 years old, has Cystic Fibrosis, a disease that affects the lungs and digestive system.

In October, her condition became worse and she was placed on the national lung transplant register. Doctors told the family they would have to wait for about 18 to 24 months for lungs, Sheryl said. But, Lori's lungs became so diseased, that doctors said she wouldn't make it another six months. Her parents decided that waiting for a cadaver donor was too risky. "When the doctors discussed the option that we give one of our lobes, we didn't think twice about doing it," Sheryl said.

Sheryl and David were tested and evaluated to determine if their lungs would be compatible inside Lori - they were. Tests also included those on ethical considerations, Sheryl said. Only about 100 Living Lobar operations have been performed world-wide, said Dr. Duane Davis, Duke cardiothoracic surgery chief, who performed the surgery on Lori. Because this procedure is still new, Sheryl said there are many ethical questions about the procedure - one being that it could endanger three lives. "Doctors wanted us to make sure we were comfortable doing this," Sheryl said. "But, when you're told your daughter doesn't have much longer to live, you just do what you have to."

They prayed and remained optimistic about the surgery which was set for Feb. 18, she said. This surgery required coordination between three surgical teams. One team removed a lobe from David's right lung. Another team removed another lobe from Sheryl's left lung while Lori was undergoing surgery to receive them, her father, David said. The lobes were taken to Lori's operating room where a third team of surgeons removed her diseased lungs and implanted her parent's lobes that became her permanent lungs, he said.

Lori received two lobes. They don't fill up her chest cavity because they aren't a full set of lungs, but they'll spread, Sheryl said.

According to Davis, a person can gain up to 70 percent of normal lung capacity within a year after this surgery. After the surgery, the family remained at Duke for Lori's rehabilitation. Sheryl and David had to rehabilitate, too. They both lost

about 15 percent of their lung capacity from the operation, Davis said. He said that most people don't experience any appreciable difference in respiratory function, but they will never be able to run a marathon.

Sheryl said she's finally getting used to breathing normally, and the whole family intends to start a workout program to increase their lung capacity. "I just enjoy watching Lori breathe easier now, and watching her catch up on all the things she's missed," Sheryl said. "I can't remember seeing her breathe this good." Lori echoed those comments. "O, I can take full breaths now. I've been short of breath for a long time," she said. "I feel free - I don't have any tubes in me. I've had medical complications and foreign tubes in my body for so long. And now, I don't need them. I can't thank my parents enough for saving my life."

The family said they are glad to be back to their normal lives. Lori will be attending Tidewater Community College in the fall and has a fiancé. Sheryl went back to work Monday. "The 1st Transportation Squadron and my unit have been so supportive through all of this," Sheryl said. "It's good to be back." Sheryl said the family intends to enjoy the rest of their lives. "My daughter has new life," she said. "And so do we because we'll have her here with us."

Reprinted from the Flyer

Langley AFB VA Newspaper

Article by Staff Sgt. Alexandra Mace

Photo by A1C Staci Clapper

### **JPPSO-MASSACHUSETTS RENAMED JPPSO-NORTHEAST**

JPPSO-MASS was activated in October 1989 as a USAF led joint DoD activity, and designated as JPPSO-MASSACHUSETTS, to consolidate personal property activities at Fort Devens, Hanscom AFB, and NAS Weymouth, Massachusetts. The Area of Responsibility (AOR) consisted of 13 counties in Massachusetts and 3 counties in Connecticut. With the advent of BRAC closures, Pease AFB, Loring AFB, Griffiss AFB, Plattsburgh AFB, Seneca Army Depot, and Argentia Newfoundland were added to the AOR. At the request of the US Navy, NAS Brunswick ME was added in November 1998.

The present AOR consists of the 6 Eastern Provinces of Canada, state of Maine, state of New Hampshire, 13 counties in Massachusetts, 3 counties in Connecticut, 12 counties in Vermont, and 32 counties in western and upstate New York. Collectively, these locations constitute the largest DOD personal property AOR in North America.

With the exception of two Coast Guard, and two Naval Stations, JPPSO-NORTHEAST has complete command and control of all Personal Property Processing Offices (PPSO's) within its AOR, and serves its customers through PPSOs located at NAS Brunswick ME, Hanscom AFB MA, Naval Ship Yard NH, and Rome Research Site NY. Additionally, a "Call-In Desk" is located at our main office located in Chelmsford MA. The other PPSOs in the AOR include USCG District, Boston MA; USCG AS, Cape Cod MA; Cutler Naval Station ME; and Winter Haven Naval Station ME. JPPSO-NORTHEAST provides personal property booking services, training, and TOPS support for these offices.

Serving an area of 929,000 square miles, spanning seven international and two domestic rate areas, supported by 368 household carriers, 121 carrier agents, 43 non-temporary storage contractors, and 8 DPM contractors, the name "JPPSO-NORTHEAST" more definitively characterizes this important mission.

POC: Mr Don Detwiler

JPPSO-NORTHEAST

Chelmsford, MA

DSN: 478-7690

### **BAR CODE SEMINARS for DoD civilians, military, and DoD contractors**

The Air Force Automatic Identification Technology Program Management Office (AF AIT PMO) at the Air Force Materiel Command (AFMC) (LG), Wright-Patterson AFB OH, sponsors free BAR CODE SEMINARS for all DoD civilians, military, and DoD contractors.

The AF AIT PMO sponsors these seminars to promote the use of AIT throughout the Air Force. AIT is a generic term given to a variety of devices used to automate the collection of data. AIT provides visibility of assets in storage, in process, and in transit. Bar codes are but one of many AIT devices used by the Air Force and other Services. For example, in the transportation arena, AIT is utilized in the Cargo Movement Operations System (CMOS); in the supply arena, AIT is utilized in the Supply Asset Tracking System (SATS) and Tool Accountability System (TAS), previously known as the Tool Control System (TCS).

Whether you are in transportation, supply, or any other logistics area, learn how bar codes can improve your daily business processes. See hardware demonstrations and find out what AF-owned software is available for your use at no charge to your organization. You will receive a free copy of "Getting Started with Bar Codes: A Systematic Guide" if you pre-register and attend one of the seminars. The following is a list of seminars scheduled for the remainder of 2000. All seminars are held from 0745 to 1530.

29 June - Travis AFB CA, Conference Center

3 August - Robins AFB GA, Smith Community Center

19 October - Eglin AFB FL, Officers Club

8 November - Maxwell AFB AL, Officers Club

Please pre-register for the seminar you wish to attend. Provide your personal information (name, rank, phone (DSN and commercial), fax (DSN and commercial), email address, organization, address and ZIP) using one of these methods:

email [barcode@cdotech.com](mailto:barcode@cdotech.com)

FAX to (937) 258-1614

DSN 787-4118

register through our web page at:

<http://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/LOA/>

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### **American Society of Military Comptrollers-For Logisticians Too!**

Several years ago, I took the opportunity to join my wife, an Air Force accountant, who was attending the Financial Management community's Professional Development Institute (PDI) in San Antonio, Texas. She went in TDY status, and I went there on leave. As a member of the American Society of Military Comptrollers (ASMC), she arranged for me to attend a number of the ASMC's PDI workshops, which I found to be as applicable to supervisors and resource advisors in Transportation Traffic Management, Contracting, and Supply as they were to personnel in Accounting & Finance. The PDI's workshops featured key personnel, high ranking, distinguished military and civilian speakers, who were responsible for a variety of Department of Defense programs applicable to both the FM community and most of Logistics.

I believe that observation remains valid today, particularly in view of the direction the Air Force and Department of Defense are headed-essentially embracing downsizing, contracting out, and the e-commerce necessary to accommodate/facilitate that enterprise. Consequently, I contacted our local FM community for details, and inquired whether I might join the local chapter of ASMC. I learned that ASMC membership is not restricted to Accounting & Finance personnel. In fact, personnel from the several specialties of Logistics, as referred to above, are encouraged to join, to attend local monthly meetings, and participate in the annual PDI.

When I learned that the next PDI was being held in Philadelphia, 30 May through 2 June, I acquired the applicable edition of the ASMC magazine, that contained the PDI schedule of events and workshop offerings. Studying that material, I confirmed my earlier conclusion that the PDI events/workshops were of real importance to my job as a Traffic Management Officer. My boss, agreed, and I attended the PDI.

The first day at PDI, referred to as "Service day," featured, among other things, opening ceremonies, a series of speeches and presentations by the Air Force and DoD Comptrollers, presentations by other notable personnel, presentations of annual ASMC awards, and opportunity to visit corporate sponsors who offered exhibit presentations. The second and third days included 74 workshops and mini-courses offered repeatedly over that block of time, so that more people could attend them. Additionally, there were a total of five experts and/or high ranking civilians and also "The Capitol Steps," making special presentations at open breakfast and luncheon sessions. Without exception, all of those presentations were outstanding. Three of the individual presenters also gave workshop presentations. I was able to attend two workshops, and found them applicable to Logistics and truly exceptional in all respects.

Of the 74 workshops and mini-courses that were offered to the over 3,700 attendees, I think many were of real interest to Logistics personnel. Consider these topics: Strategic Outsourcing; DFAS Systems--Tomorrow's Technology Today; Web Systems Security; Taking the High Road: How to Succeed Ethically, When Others Bend the Rules; Outsourcing and Privatization: The True Size of Government; Now That I Have Smart Card--What Do I Do With It?; Privatization, the Next Round; Negotiating for Less Stress; How to Motivate Your Employees more Effectively; Plain English (a mini-course); Managing Multiple Projects, Objectives, and Deadlines and Better Communications; You Are In Control--Overcoming Demanding Customers; Understanding/Applying the Differences between Imagination and Creativity in Life and the Work Place; Deploying the Common Access Card Throughout the Defense Department; Diversity in the Work Place (the new government program); Communicating Through the Ranks; and Dealing with Upset and Difficult People.

Hence, I recommend that supervisors, group and squadron resource advisors in contracting, supply, and transportation (especially traffic management) join their local chapter of the ASMC, and improve and expand their continuing professional education by attending the annual Professional Development Institute. Next year's PDI takes place 28 MAY-1 JUN 2001 in Dallas, Texas.

POC: RALPH I. WAREHAM, II  
Traffic Management Officer  
509<sup>th</sup> Transportation Squadron  
Whiteman AFB, MO

MEEP Corner

### **Automated Oil Change System**

The Eco-Lub-Vac-Injection-System (ELVIS) manufactured by Caylin Environmental Technologies. When connected to an engine, ELVIS evacuates used oil from the crankcase and refill it with the specific quantity and type of fresh oil designated for the particular engine. The manufacturer claims that under ideal conditions, a 5-quart exchange can be accomplished in as little as three minutes, a 44-quart exchange in about 6 minutes. Ideally ELVIS should be located in a permanent location where it can be attached to a waste and clean oil tanks.

Test Site Whiteman AFB, MO. MEEP Project NO. T99-22. ELVIS was tested for a period of one year.

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### **Battery Brain, manufactured by Purisys, Inc.**

The Battery Brain is a devise that prevents a vehicle battery from being drained beneath a certain level; If you leave your lights on while parking or any doors open, radio, telephone, interior lights on, or there is an unknown shortage in the electrical system. The "Brain" that is attached to the vehicle battery will disconnect the load from the vehicle battery when it's energy drains beneath a certain level, that way it prevents the vehicle battery from being drained below the energy level needed to restart the engine.

Test Site Whiteman AFB, MO. MEEP Project NO. T00-02. Project is in the process of being closed.

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### **Portable Universal Scissor Lift**



A 6000 lb. Capacity Portable Universal Scissor Lift, Model USL-6000 manufactured by Mohawk. This lift is portable and can be used indoors, outside, or anywhere an extra lift is needed. No installation is required. It comes fully assembled and ready to use.

Test Site, Davis Mountain AFB, AZ. MEEP Project NO. T99-75. Project is ongoing.

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### **Engine Oil Extractor, Model TT-28**

This equipment reduces oil-changing time by as much as 90 percent. It also eliminates personnel injury due to burns or falls on unsafe, slick floors. The machine is user friendly. It has a simplified control and instrument panel and is portable.

Test Site, McGhee Tyson APT AGS, TN. MEEP Project NO. T99-71. Project is ongoing.

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### **Fluid Transfer System**

The Fluid Transfer System (Waste Oil Caddy) manufactured by Emerson Manufacturing Corp. Two different models were evaluated. A Fluid Transfer System and an Antifreeze Transfer system.

a. The Fluid Transfer System is a clean efficient oil changing system that is completely pressurized. There are no pumps to wear out and standard shop air pressure automatically closes a diaphragm in the oil catch pan, forcing oil out of a ¾" drain hose. Comes with a (factory set air regulator at 12 PSI and a safety pop off valve). The 8 feet of drain hose stores nicely around the catch pan. Both units can be stored on end to save space when not in use.

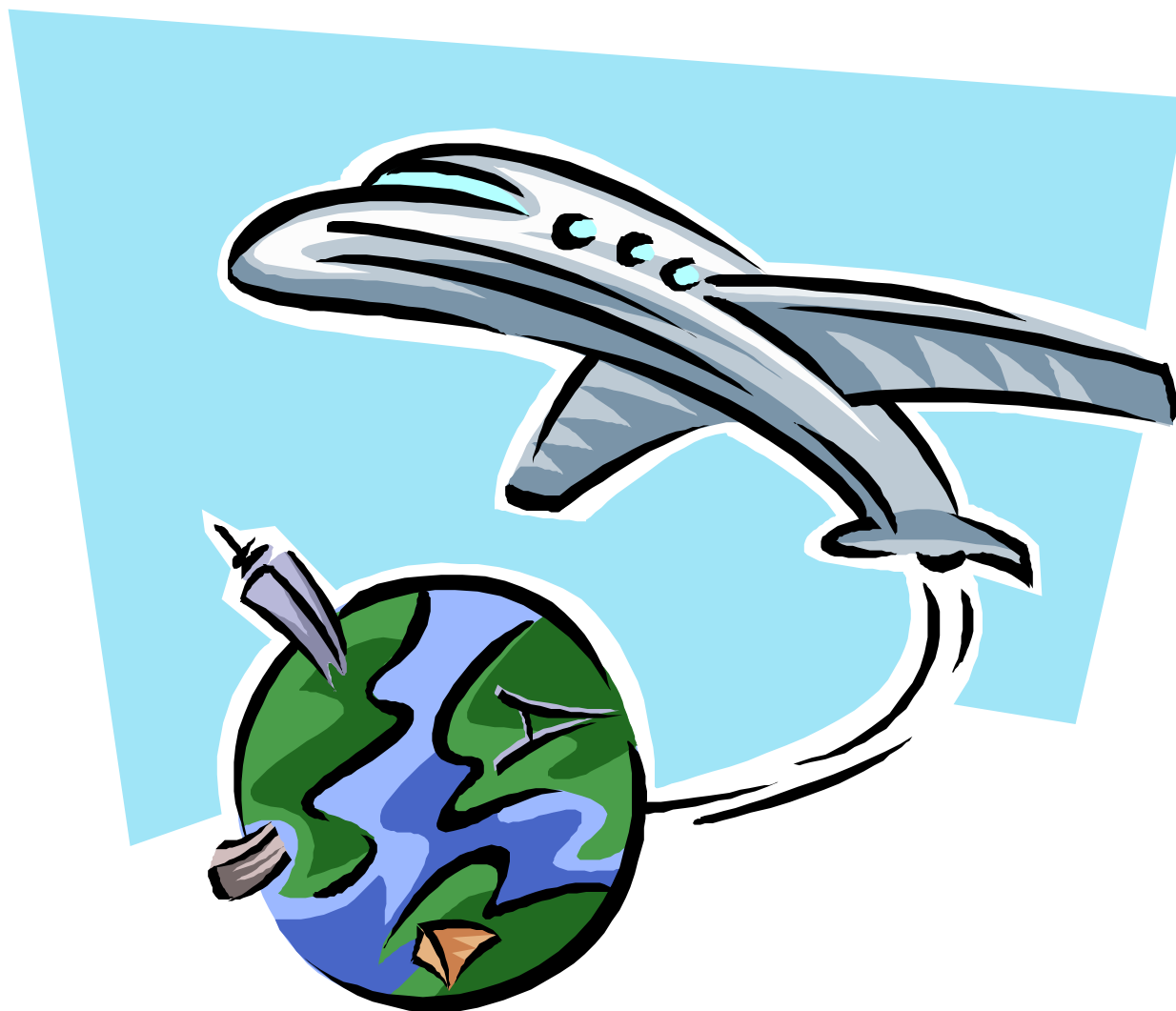
b. The Antifreeze Model Caddy has a ¾" flow control valve on the drain hose and a reusable 100 micron tubular screen filter. It has a fluid capacity of 16 gallons, height 9.5", diameter of 30," catch pan diameter of 20," catch pan depth of 3," and swivel wheels for ease of movement.

Test Site, Seymour Johnson AFB, NC. MEEP Project NO. T99-40. Project is in final stages of being completed.

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Inquiries about any of these or other MEEP projects can be addressed to the ACC MEEP office or the Test Site. The ACC MEEP telephone number is DSN 574-4408/10.

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with article in plain text or Word.  
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